(c) if so whether Government would take steps to retain the metre auge line between Villupuram and Madras Egmore?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) Various alternatives are under exam ination in consultation with Southern Railway regarding the implementation of broad gauge conversion project on this route.

Between Madurai and Dindigul, no conversion work was involved. The BG line was constructed as a part of Karur-Dindigul-Madurai new BG line project.

Introduction of a super-fast train between Bhubaneswar and Bombay

3730. SHRIMATI ILA PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there s only one train linking Bhubaneswar with Bombay, taken care of the traffic of Orissa and parts of Andhra Pradesh; and

(b) whether there is any proposal to introduce one super-fast train keeping in view the passenger rush?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) There is no such proposal at present.

Increase in Passenger fares

3731. SHRI TINDIVANAM G. VENKATARAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) what has been the percentage of increase in passenger fares in Ist and IInd Classes in the years 1989 to 1995;

(b) what is the percentage of increase in goods traffic; and

(c) what is the percentage of passenger traffic and goods traffic fall due to these increases in the above mentioned years?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) A statement is attached. (See below)

(c) Goods traffic has increased every year during the period 1989-90 to 1994.95, while passenger traffic has increased in 1989-90, 1990-91 1991.92 and 1994.95 and recorded a fall in 1992.93 and 1993.94. This fall in passenger traffic is not directly related to increase in fares.

Statement

Increase in passenger fares in I and II Class as well as of goods traffic

Year	Passenger		Goods	
	Second (Ordy.)	Second (M/Exp.)	Ist Class	
1989-90	No increase	No increase	No increase	11 percent increase
1990-91	(a) 1-25 kms. No increase	(a) 1-25 kms. No increase	(a) 1-25 kms. No increase	7/10 percent increase
	(b) Increase ranging from Re. 1 to Rs. 4 beyond 25 kms.	(b) Increase ranging from Re. 1 to Rs. 15 beyond 25 kms.	(b) 17 percent increase beyond 25 kms.	

1	2	3	4	5
1991-92	(a) 1-10 kms. No. increase 16-25 kms. No increase 34-40 kms. No increase 51-60 kms. No increase (b) Increase ranging from Re. 1 to Rs. 5 in other distance slabs	Increase ragning from Re. 1 to Rs. 20	(a) 1-800 kms. 20 percent increase (b) 801 kms. & above 15 percent increase	10 percent increase
1992-93	(a) 1-10 kms. No increase (b) Increase ranging from Re. 0.50 to Rs. 5 beyond 10 kms.	Increase ranging from Re. 1 to Re. 25	15 percent increase	7.5 percent increase 4 percent increase in coal
1993-94	(a) 1-10 kms. and 11-15 km. fares rounded off (b) No increase beyond 15 kms.	10 percent increase	10 percent increase	10 percent increase up to 5 kms. 12 percent increase beyond 500 kms.
1994-95	(a) 1-100 kms. No increase (b) Increase ranging from Re. 1 to Rs. 5 beyond 100 kms.	(a) 1-15 kms. No increase 66-70 kms. No increase 111-115 kms. No increase 126-136 kms. No increase 156-165 kms. No increase 201-205 kms. No increase (b) 51-65 kms. fare reduced 101-110 kms. -do- 116-125 kms. -do- 151-155 kms. -do- (c) Increase ranging from Re. 1 to Rs. 20 for other distances.	6 percent increase	Paper of Class rates rationalised Increase ranged from 1 to 9 percent.